

<b>IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY SOUTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH				
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	957	0.0	OFF	957	0	0.00	0	69.6	69.6	69.6	
1-2 AM	632	0.0	OFF	632	0	0.00	0	69.9	69.9	69.9	
2-3 AM	515	0.0	OFF	515	0	0.00	0	70.1	70.1	70.1	
3-4 AM	440	0.0	OFF	440	0	0.00	0	70.2	70.2	70.2	
4-5 AM	549	0.0	OFF	549	0	0.00	0	70.0	70.0	70.0	
5-6 AM	969	0.0	OFF	969	0	0.00	0	69.6	69.6	69.6	
6-7 AM	1616	0.0	OFF	1616	0	0.00	0	68.7	68.7	68.7	
7-8 AM	2373	0.0	OFF	2373	0	0.00	0	67.8	67.8	67.8	
8-9 AM	2992	0.0	1499	1682	1310	14.25+	360	67.0	14.2	35.9	
9-10 AM	3334	0.0	1499	1722	1612	15.62+	386	66.6	13.2	30.8	
10-11 AM	3679	0.0	1500	1500	2179	16.20+	400	65.7	12.8	30.8	
11AM-NOON	3890	0.0	1500	1500	2390	16.11+	400	64.3	12.8	30.8	
NOON-1PM	3892	0.0	1500	1500	2392	16.11+	400	64.3	12.8	30.8	
1-2 PM	3722	0.0	1500	1500	2222	16.18+	400	65.5	12.8	30.8	
2-3 PM	3906	0.0	1500	1500	2406	16.10+	400	64.1	12.8	30.8	
3-4 PM	3826	0.0	1500	1500	2326	16.14+	400	64.7	12.8	30.8	
4-5 PM	3690	0.0	1500	1500	2190	16.19+	400	65.6	12.8	30.8	
5-6 PM	3268	0.0	1500	1500	1768	16.25+	400	66.7	12.8	30.8	
6-7 PM	2879	0.0	OFF	2879	0	0.29	26	67.1	62.4	62.4	
7-8 PM	2300	0.0	OFF	2300	0	0.00	0	67.9	67.9	67.9	
8-9 PM	2046	0.0	OFF	2046	0	0.00	0	68.2	68.2	68.2	
9-10 PM	1997	0.0	OFF	1997	0	0.00	0	68.2	68.2	68.2	
10-11 PM	1619	0.0	OFF	1619	0	0.00	0	68.7	68.7	68.7	
11PM-MID	1195	0.0	OFF	1195	0	0.00	0	69.2	69.2	69.2	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0385
MAIN ROUTE WITH WORKS	0.0233
'DIVERSION'	0.0330
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$158,369
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

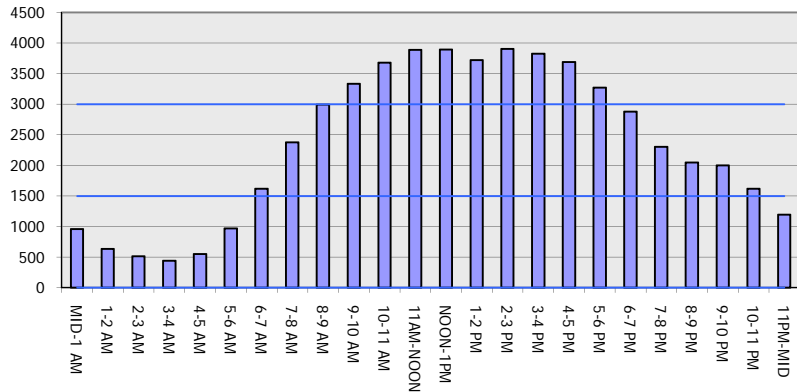
**IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

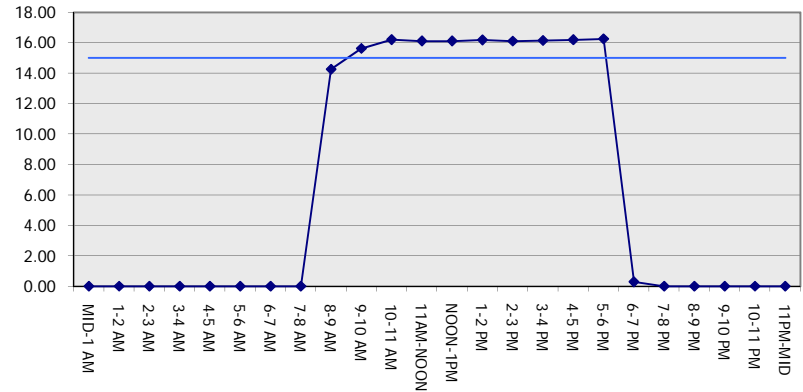
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**

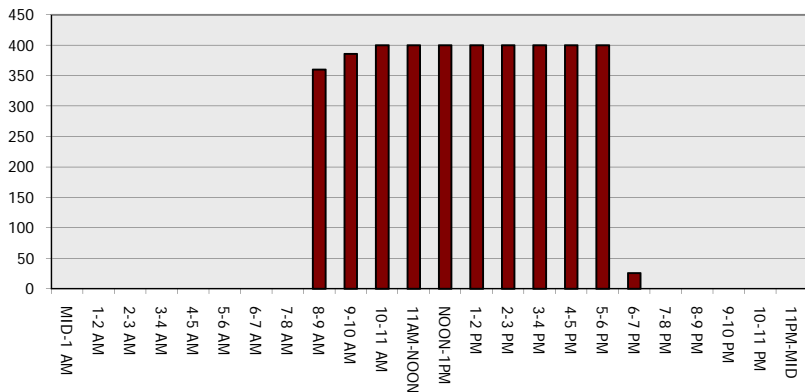
**Main Route - Traffic Demand (Vehicles Per Hour)**



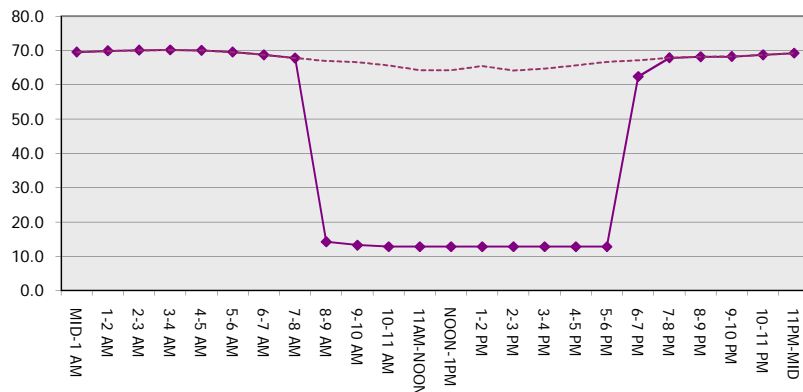
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>IH 43/894: HALE INTERCHANGE TO STH 27 (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY NORTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	787	0.0	OFF	787	0	0.00	0	69.7	69.7	69.7
1-2 AM	483	0.0	OFF	483	0	0.00	0	70.1	70.1	70.1
2-3 AM	437	0.0	OFF	437	0	0.00	0	70.2	70.2	70.2
3-4 AM	394	0.0	OFF	394	0	0.00	0	70.2	70.2	70.2
4-5 AM	591	0.0	OFF	591	0	0.00	0	70.0	70.0	70.0
5-6 AM	1166	0.0	OFF	1166	0	0.00	0	69.3	69.3	69.3
6-7 AM	1424	0.0	OFF	1424	0	0.00	0	69.0	69.0	69.0
7-8 AM	1873	0.0	OFF	1873	0	0.00	0	68.4	68.4	68.4
8-9 AM	2447	0.0	1499	1909	538	11.74+	302	67.7	16.6	30.8
9-10 AM	2907	0.0	1500	1500	1407	16.28+	400	67.1	12.8	30.8
10-11 AM	3318	0.0	1500	1500	1818	16.25+	400	66.6	12.8	30.8
11AM-NOON	3593	0.0	1500	1500	2093	16.23+	400	66.3	12.8	30.8
NOON-1PM	3856	0.0	1500	1500	2356	16.12+	400	64.5	12.8	30.8
1-2 PM	3757	0.0	1500	1500	2257	16.17+	400	65.2	12.8	30.8
2-3 PM	3875	0.0	1500	1500	2375	16.12+	400	64.4	12.8	30.8
3-4 PM	3873	0.0	1500	1500	2373	16.12+	400	64.4	12.8	30.8
4-5 PM	3854	0.0	1500	1500	2354	16.12+	400	64.5	12.8	30.8
5-6 PM	3668	0.0	1500	1500	2168	16.20+	400	65.8	12.8	30.8
6-7 PM	3192	0.0	OFF	3192	0	0.33	29	66.8	61.5	61.5
7-8 PM	2589	0.0	OFF	2589	0	0.00	0	67.5	67.5	67.5
8-9 PM	2356	0.0	OFF	2356	0	0.00	0	67.8	67.8	67.8
9-10 PM	2226	0.0	OFF	2226	0	0.00	0	67.9	67.9	67.9
10-11 PM	1642	0.0	OFF	1642	0	0.00	0	68.7	68.7	68.7
11PM-MID	1191	0.0	OFF	1191	0	0.00	0	69.2	69.2	69.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0380
MAIN ROUTE WITH WORKS	0.0235
'DIVERSION'	0.0313

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$153,020
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY NORTHBOUND DIRECTION**

